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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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NO. OF ENCLS. [redacted] 25X1

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

[redacted] 25X1

1. On 26 February 1954, [redacted] 16 locomotives parked at Ruedmitz. 25X1

2. On 20 February 1954, [redacted] there was no change in the status of 25X1 reserve locomotives parked at Ducherow and Ruedmitz. 25X1

3. [redacted] the following ship- 25X1 ments of Soviet railroad rails entered the GDR in the month of January 1954:

Date in January	Number and Type of Cars	Dispatched to	Quantity of Rails Imported (in tons)
1	3 RRy	Eberswalde	182
3	2 RRy	"	61
13	2 F/S	Chemnitz-Hilbersdorf	41
17	1 RRy	Berlin-Koepenick	141
17	4 RRy	Wuelknitz	232
17	5 RRy	Koenigsborn	301
17	3 RRy	Guben	186
17	2 RRy	Eberswalde	123
17	3 SS	Guben	61
19	2 F/S	Chemnitz-Hilbersdorf	80
19	2 SS	Berlin-Koepenick	60
19	2 RRy	Koenigsborn	121
19	3 RRy	Wuelknitz	182
20	1 F/S	Chemnitz-Hilbersdorf	20
20	5 RRy	Neudietendorf	242
22	2 SS	Guben	61
22	2 SS	Berlin-Koepenick	42
26	26 SSy	Chemnitz-Hilbersdorf	506
27	1 F/S	" "	17
30	1 SSy	" "	52
31	1 F/S	" "	16

2

RRy)
SSy) Heavy-Duty Flatcar
SS)
F/S Flatcar with Sideracks

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STATE	X	NAVY	X	NSRB		DISTRIBUTION						
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25 YEAR RE-REVIEW

25X1

UNCODED [redacted] decree of the Ministry of Railroads, dated 14 January 1954; 25X1 25X1

a. Effective immediately, all freight cars which have undergone checks at RAWs and all new cars delivered by railroad car factories will be assigned to a reserve pool, except for well-wagons, refrigerator cars, dump cars, as well as K, Ok, OOk, V, GGths, GGvw, Glt and Okk cars.

b. Reserve cars will be broken down into transitworthy[9] and non-transitworthy[9] equipment.

c. R and SSy cars, depending on whether they are fitted with side racks or not, will be assembled into special trains. RRym cars will also be assembled into special trains.

d. Directives on the formation of reserve pools of narrow-gauge cars and of railroad tank cars will be issued soon.[3]

5. The following information was [redacted] from the [redacted] Main Department of Machinery of the Railroad Ministry; 25X1

a. In February, 57 reserve locomotives were at the disposal of the Ministry of Railroads and 31 at the disposal of RBDs.[4]

b. In January 1954, locomotives consumed a total of 745, 490 tons of coal. Total locomotive performance was 10,208 million ton/km; specific coal consumption was 73.03 tons per million ton/km.[5]

c. Efforts have been initiated to accelerate the replacement of brown coal briquettes by raw brown coal at all stationary railroad installations.[6]

d. In February 1954, a total of 40 trains suffered delays because of breakdowns of locomotives. Most of the failures were caused by insufficient preparations for winter conditions. The situation improved after 25 February, at the end of the spell of cold weather. The Halle, Erfurt, Magdeburg and Dresden railroad districts experienced the highest percentage of train delays which were mainly caused by boiler failures of locomotives. Otherwise, the most frequent cause for train delays in all railroad districts was shortage of steam resulting from the poor quality of coal available to locomotives.[9]

6. The following information was [redacted] from [redacted] the Strausberg construction project: 25X1

a. According to an order of 22 December 1953, work on the construction of a rail connection between the Reichsbahnhof Strausberg railroad station and the Strausberg/Stadt station was to be accelerated. The railroad embankment and bridges are to be designed for double-track operations. However, for the time being only one track will be built; this track will be equipped with a live rail for elevated train operations. Stops on the line will be at Hegermuehle and Schlagmuehle, railroad stations at Strausberg/Stadt and Strausberg/Nord. The latter station will be linked to a new industrial enterprise scheduled to be erected in the vicinity.[7]

b. Conferences held on 7 January 1954 at Strausberg on the construction project were attended by Soviet Lieutenant Colonels Esaulov (fnu), commanding officer [redacted], and Lubashin (fnu), railroad control officer assigned to the Berlin RBD.[8] 25X1

7. [redacted] construction work on the Strausberg project was started in late February. [redacted] all efforts will be made to build the railroad line as far as Strausberg/Nord as quickly as possible so as to be able to start steam operations still in this year. Work on the electrification of the line will probably be started in early 1954 and completed at the end of that year. [redacted] the new railroad line is primarily designed to provide transportation to persons employed at the KVP installations near Strausberg. 25X1 25X1

25X1

8. a reserve pool of specially-checked freight cars will be established in 1954. By 31 August, a total of 10,000 cars including 3,500 boxcars, 4,500 gondola cars and 2,000 flatcars will have to be assembled in trains. Cars of this pool can only be used by permission of Deputy Railroad Minister Kramer. 3 25X1

1. Comment. These data confirm the reserve locomotives of deactivated locomotive columns at Ruednitz and at Ducherow. 25X1

2. Comment. Railroad rails were first delivered by the USSR in mid-October 1953. Prior to the end of 1953, a total of 42,000 tons of rails arrived in East Germany. . A total of 50,000 tons, the equivalent of 500 km of trackage is scheduled to be delivered. 25X1 25X1

3. Comment. The Main Administration for Rolling Stock will be responsible for transitworthy reserve cars. 25X1

4. Comment. , reserve locomotives available on 31 January 1954 included 59 locomotives at the disposal of the Ministry of Railroads, 31 at the disposal of RBDs, and 140 at the disposal of Bws. 25X1 A reserve pool of 200 locomotives at the disposal of the Ministry and RBDs is scheduled to be formed in 1954. 25X1 25X1

5. Comment. In December 1953, a total of 741,019 tons of coal was consumed by locomotives; total locomotive performance was 11,164 million ton/km, specific coal consumption 66.38 tons per million ton/km. 25X1 25X1

6. The shortage of brown coal briquettes necessitated the use of raw brown coal at stationary railroad installations. The railroad coal situation continued to be critical mainly because of insufficient hard coal deliveries by Poland. 25X1

7. 25X1

8. Comment. Lubashin (fnu) is believed to be a distortion of the name of Lapushin who is deputy chief of the Soviet transport control headquarters attached to the Berlin RBD.

9. Comment: From the German Betriebsfähig., i.e. those suitable for dispatch abroad (operational) and those not suitable for dispatch abroad (Shop or plant reserve) (Betriebsreserve). 25X1

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